

ENTERTAINMENTS

Ten Victor Records

which should be in every home

Another group of ten records which are among the favorites in the Victor Record catalog.

16833-a	Meet Me To-Night in Dreamland	Young
16833-b	To the Strains of that Wedding March	Murray
16958-a	Apache Dance	Black Diamonds Band
16958-b	Second Chasseurs March	Garde Republicaine Band
17214-a	Waiting for Me	Eddie Morton
17214-b	Fables (Brannen-Helf)	Rob Roberts
26428-a	Funeral March	Vessella's Band
26428-b	Moonlight Sonata	do.
64158-a	A May Morning	Williams
64310-a	My Dream (Tosti)	McCormack
64300-a	Marionettes-Scherzo	Powell
64438-a	Hungarian Dance No. 7	Elman
74347-a	Simon the Cellarer	Witherspoon
88964-a	Traviata-Ah, fors' e lui	Molba

EXCLUSIVE AGENTS:

MOUTRIE'S.

[20-3]

TO LET.

AN UNFURNISHED LARGE ROOM with Bathroom and Kitchen, on Upper Level. For particulars apply to—
"X. Y. Z."
Care of "Daily Press" Office.
Hongkong, 11th April, 1916. [542]

TO LET.

CHRAIGMIN EAST, 100, PEAK. FIVE ROOMS, newly renovated. Furnished \$115 per month, unfurnished \$100 per month. Apply—
T. K. DEALY,
100, Peak.
Hongkong, 8th April, 1916. [530]

TO LET—FURNISHED.

For Three or Four Months from 1st June, 1916.
"IDESLEIGH," No. 5, Bowen Road.
Apply to—
M. S. NORTHCOTE,
Care of THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd April, 1916. [503]

TO LET.

FURNISHED, a FOUR-ROOMED HOUSE, on Mount Parish, Wanchai, for six months. Electric Light and Telephone installed.
Apply—
D. V. STEVENSON,
Care of DEACON, LOOKER, DEACON & HARBSTON.
Hongkong, 1st April, 1916. [492]

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL. First Floor. 5 ROOMS. "STONE-BENGE," DWELLING HOUSES containing Five Rooms and Out-houses. "FAIRVIEW," No. 1, Robinson Road, comprising 9 ROOMS, Ample Servants, Quarters, and Gardens.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 1st April, 1916. [415]

TO LET.

OFFICES, 15, Duddell Street.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st April, 1916. [295]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON & HARBSTON.
Hongkong, 19th October, 1915. [80]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply—
A. B. AVASIA,
Care of E. PARANTY,
No. 1, Duddell Street
Hongkong, 2nd February, 1915. [62]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK. 4-ROOMED FLAT to let at the PEAK. KELLET CREST, 65, PEAK. No. 141, WANCHAI ROAD, Large and Spacious Godown.
"SHORNCLEIFFE," Garden Road, to let. Furnished, 6 Rooms.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.
"SHELLEY STREET."
"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
"HARTING," Austin Road, Kowloon. No. 8, BRILLIANT TERRACE.
No. 25, BRILLIANT TERRACE, 2nd floor, on Canton Road.
ONE GODOWN, No. 8, Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street. No. 2, DES VŒUX, LILLAS, 61, PEAK (unfurnished).
No. 68, TEN PEAK (5 CAMERON VILLAS).
Apply to—
LINDSTRAD & DAVIS,
3rd Floor, Alexander Buildings,
Hongkong, 27th March, 1916. [35]

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 6th April, 1916. [518]

TO LET.

A HOUSE in Kowloon Terrace.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [37]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings
Hongkong, 15th December, 1915. [277]

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES in Des Vœux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace, HOUSES at the Peak.
No. 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wanchai.
Nos. 1, 2 and 2, WEST END TERRACE CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th November 1915. [32]

FOR SALE.

RICHMOND HOUSE, No. 145, Barker Road.
Also.
"DUNOTTAR," No. 81, Aberdeen Road.
HASTINGS & HASTINGS,
Solicitors.
Hongkong, 3rd March, 1916. [371]

ASAHI BEER



DAI NIPPON BREWERY CO. TOKIO, JAPAN.
OBTAINABLE EVERYWHERE
SOLE AGENTS
MITSU BUSSAN KAISHA
HONGKONG.
103

"WHAT ABOUT THE DEUTSCHE BANK?"

BAGHDAD RAILWAY AND GERMAN FINANCE.

It is announced from Germany that Mr. Ernest Meyer, the editor of *Forwards*, is to be tried in camera, and Dr. Liebknecht, the well-known Socialist member of the Reichstag, will give evidence at the trial of the distinguished editor, who is charged with inciting to class hatred.

At the last meeting of the Reichstag Dr. Liebknecht persisted in interrupting speeches by the curious words, "What about the Deutsche Bank?" No opportunity was ever afforded him of explaining his meaning, for he was practically prevented from speaking.

We do not know (writes Mr. R. C. Hawkin in the *Daily News*) what the *Forwards* has desired to publish which has so upset the German Government, but we are fortunately in a position to tell the story of the Deutsche Bank's intervention into politics without disturbance by the German censor.

The story of the Kaiser's visit to the East, and his assiduous courtship of the Great Assassin, and of the failure of Mr. Gladstone's last effort to save the Armenian nation has been of no small help to the attention has been paid to an event which happened in 1899.

Mr. Cecil Rhodes was visiting Egypt and he diagnosed the Kaiser's ambitions. With characteristic energy he went straight away to Berlin, and on the morning after his arrival—that is, on March 11th 1899—he called on the Kaiser at Potsdam. During this conversation Rhodes cleverly secured from the Emperor an admission that Germany desired to control Africa and Mesopotamia.

ENTER THE DEUTSCHE BANK.

Rhodes immediately saw his chance and made great use of the admission in order to secure certain advantages elsewhere which were necessary for the Cape to Cairo scheme.

What the exact terms of the bargain were we do not know—though it is not difficult to guess—but soon after this Mr. Arthur Guinness, the president of the Deutsche Bank, began drafting his famous Anatolian Railway Concession. This was most opportune, ready just when President Kruger was launching his ultimatum against England, and a few weeks later the Kaiser arrived in England with his Chancellor, ostensibly to see his grandmother, but really to take advantage of England's trouble to do good business for Germany.

On the day before he left Windsor, after repeated interviews with Mr. Balfour and Mr. Chamberlain, William II, obtained for the Deutsche Bank the great concession on which Germany hoped to reach the Persian Gulf.

LITTLE BY LITTLE.

The document was signed at Constantinople, but the work was done in England. From this time German influence began to supersede all others at the Porte, and it has now become supreme.

In 1903 the Deutsche Bank secured a second concession, which included the right to build a railway through Armenia to Ourla: the bank was to erect telegraph wires, and the Sultan on his side undertook to hand over free of charge all land necessary for the railway, and he pledged all the titles payable by farmers in Konia, Ourla, and Adana as security for the necessary loan. Thus the miserable Armenians were expected to pay the interests on the Deutsche Bank's watered capital and the bank became Turkey's tax-gatherer.

This led to an Armenian appeal to the Tsar, who in 1910 visited Potsdam and protested.

To meet Russia's views Turkey had to cancel part of her grant to Germany, but she made up by plunging into the concession business up to her neck. The Deutsche Bank acquired all the minerals along the Baghdad railway route; the right to cut as much timber as she wanted; electric light and power concessions, trading concessions, water rights, and the monopoly of many trades. In short, Turkey pawned Armenia to the Deutsche Bank and by means of these concessions Germany secured a controlling voice over Turkish finance.

THE "CONY OF ARMENIA."

Is it surprising that the Armenians have become restive?

Once more we must read the terrible story of massacre; this time Lord Bryce estimates 800,000 victims; he tells of the horrible house to house search, the mad mothers, the caravan routes marked by corpses, the sale of slaves for a few shillings apiece, the shame of the women, the apostasy of the weak, the sack of Trebizond, the desert march of the widows and young children, the bargains of the brothel keepers, the massacre of children in the Euphrates, the forced conscription of soldiers to carry out these crimes; the cries, the tears, the groans and gasps.

And we must remember that in every administrative centre throughout these districts where massacres and deportations have occurred there is a German Consul whose word is law. The United States received no answer when she ventured to protest. The American Ambassador at Constantinople went direct to the German Ambassador, who merely said he could not interfere in Turkey's internal affairs.

The *Frankfurter Zeitung* has only one excuse—the lack of good railways in Anatolia and the absence of good officials. This will not do; it is not more probable that the policy adopted by Germany in South-west Africa is to build the Great Outpost to the Hereroes to make room for the German immigrant; now there is a place in the Garden of Eden for Prussians. Is not this the policy? Then the Baghdad Railway will pay; the concessions will yield dividends; the monopolists will rival the Nabobs.

SHIPPING NOTES.

A PLUCKY ENGINEER.

With reference to the accident to the *L.C.S. Watling*, which on February 10th went ashore on Britton Bank near Pulo, Cecil de Mor, when on a voyage from Bangkok to Hongkong, a correspondent of the *N.C. Daily News* calls attention to the splendid work done by Mr. Reginald L. Gann-Johnson, chief engineer of the steamer. It was chiefly due to Mr. Gann-Johnson's efforts, he says, that the steamer was saved. Heroically he remained alone, down in the engine-room, working the engines during the whole twenty-five minutes that the ship was on the rocks. In the meantime the noise of the breaking and crunching of coral and rock was terrible, to say nothing of the crying and wailing of some 600 Chinese passengers. Every time the ship bumped Mr. Johnson was practically thrown off his feet, and it must have been a most trying experience, especially as he had no knowledge as to how things were going on deck. He certainly deserves credit for the brave manner in which he remained at his post in particularly trying circumstances.

PROGRESS OF MOTOR SHIPS.

Reports of an extraordinary development in ship construction in Denmark are mentioned in a Router message from Copenhagen. The East Asiatic Co., for which the pioneer large motor-ship *Scandia* was built in 1912, is now planning its fifth entirely to motor-ships. Last year the company owned 13 steamers; now it has none. In three of the vessels originally driven by steam engines have been replaced by motor engines, while the others have been sold as new motor-ships because available. At the beginning of last year the company owned 10 cargo motor-ships, representing a total of 75,000 tons deadweight. During the year it took delivery of five ships of 47,000 tons deadweight. In the summer of this year a motor-ship of 10,400 tons deadweight is to be delivered, and next spring another of the same size. The company's programme already provides for the following new motor-ships:—Six of 11,800 tons deadweight between September, 1917, and January, 1920; six of 12,500 tons deadweight between 1918 and 1920; six of 10,000 tons deadweight between 1918 and 1920; two of the ships will have 3,200 horse-power, 12 will have 4,000 h.p., and six ships 5,300 h.p.

Other Danish owners are also known to be ordering numbers of motor-ships, and, according to the Copenhagen papers, one firm has received orders for about 50 motor-ships, and will thus be fully occupied until the end of 1921.

Economy of fuel, labour, and space are points considered by Scandinavian countries to be in favour of motor engines. The large ships only consume about 10 tons of oil a day, and therefore vessels trading with countries where oil is plentiful, as in the East and on the Pacific Coast of North America, can ship enough oil fuel for a voyage round the world.

BRITAIN AND PROHIBITED IMPORTS.

BLOW TO JAPAN'S EXPORT TRADE.

A Tokyo message to the *Osaka Mainichi* reports that the British Government having decided to prevent the import of articles of luxury has issued instructions to all the owners of British ships to charge heavy freight for certain classes of goods. The British authorities also brought the matter to the notice of the Nippon Yusen Kaisha, which in turn has referred it to the Department of Communications. The reason that has induced the British Government to prevent the import of articles of luxury is two-fold, namely, the prevention of the exodus of specie and the regulation of freight space so that the rise in the price of daily necessities may be checked. The charging of high freight for articles of luxury is stated to be due to a suggestion put forward by the British Ship-owners' Association.

Of course, Japanese ships are not bound, the *Mainichi* continues, to charge high freight as requested by the British authorities, but as the latter are likely to put vexatious formalities in the way of the import of such goods as it is intended to check, it will have the inevitable effect of their import being prevented. As far as Japanese goods for export are concerned, the list of luxuries will include various classes of fine art goods, lacquerware, bronze-ware, porcelain, fans, imitation wall paper, bamboo-ware and shell buttons. It is further proposed to include lily bulbs and ginger in the list, and levy high freights on these lines. In such circumstances, Japan's export trade to Great Britain will suffer a severe blow in the event of the proposed measure being put into force.

AN OLD QUESTION.

Every time the Reichstag discusses the war there is one disturbing voice. It cries: "What about the Deutsche Bank?" But till now Dr. Liebknecht has never been allowed to explain to Germany what he means.

But the day will come, and it is not far distant, when others will ask the same question. When the Kaiser next visits Constantinople and mentions the integrity of the Ottoman Empire many Turks will ask: "What about the Deutsche Bank?" When the Kaiser puts the inevitable crew on Tiar Ferdinand to keep him out of the Mosque of San Sofia, many Bulgarians will ask: "What about the Deutsche Bank?"

When the Austrian and German Socialists meet in Congress they will demand an answer to the same question, and when the answer is given there won't be room for Dr. Liebknecht and Mr. Gwinner in the same city; sooner or later millions of Europeans will want the answer to Dr. Liebknecht's unanswered question: "What about the Deutsche Bank?"

HONGKONG VOLUNTEERS.

CORPS ORDERS BY MR. COL. A. CHAPMAN, V.D.

- JOINED.
- Private R. T. G. Mardoch joined the Corps on April 10th, 1916, is allotted Corps No. 1960 and is posted to Scouts Company (No. 4 Section).
 - Private R. G. Herbert joined the Corps on April 10th, 1916, is allotted Corps No. 1961 and is posted to Scouts Co. (No. 4 Section).
- KING'S PARK RANGE.
- This Range is allotted to H.M.S. Tamar (Seamen and Marines) and Naval Dockyard Police on the following dates:—
April 12th and 21st—2 to 3.30 p.m.
April 14th—2.30 to 4 p.m.
April 18th—10 a.m. to 1 p.m.
- PARADES.
- Parades for to-day.
 - 5.15 p.m.—Civil Service Co.: O.C.s. inspection at Headquarters.
 - 6 p.m.—No. 1 Section Scouts Co.: Inspection of arms, ammunition, equipment and uniform at Headquarters. Dress, etc., khaki drill jacket and shorts, great coat (rolled), puttees, brown boots, cap, rifle, sidearms, bandolier, belt, four pouches, 150 rounds ball ammunition, haversack and waterbottle. At this parade two shirts will be issued to each member of the Section. The following members of No. 2 Section, who failed to attend on 10th inst., will parade with No. 1 Section:—Pte. Butler, Chasman, Smyth and E. G. Stewart.

SIGNALING SECTION.

- The Signaling Section (Classes A and B) will parade in future on Thursday and Saturdays, at 7 a.m. The Wednesday afternoon parade is cancelled until further notice. The special additional parades for classes B and C will continue as at present.
- DETAIL.
- On duty until 14th inst.—H.K.V.R. G. E. STEWART, Capt. Adjutant, H.K.V.C.
- NOTICE.
- TEAM SHOOT, EASTER MONDAY.
- The following members of the Corps are requested to attend practice at King's Park Range, on 15th inst., at 2.30 p.m., and 10th inst., at 9.30 a.m.:—Capt. W. M. Scott, Lt. J. D. Danby, Sergts. Bradbury and Sorby, Corp. Maruk, 2nd Cpl. Hill, Gunners, Green and Heath, Ptes. Evans, E. I. Grant-Smith and N. L. Bailton; Sappers D. Lyle and Wallace.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C. H.K.V.R.

- On duty till the morning of the 14th inst.—
"A" Co., H.K.V.R.
Orderly Officer—Lieut. Evan-Jones.
PARADES FOR WEEK ENDING THE 15TH INST. Dress: Drill order.
Recruits on the Cricket Ground to-day and on Thursday, 13th inst., at 5.15 p.m. Signalling Section at Volunteer Headquarters on Wednesday, 12th inst., and Friday, 14th inst., at 5.15 p.m. Machine Gun Section at Wellington Barracks on Thursday, 13th inst., at 5.30 p.m.
N.C.O.s. class of instruction on Thursday, 12th inst., at 5.15 p.m., on the road outside the Law Courts.
"A" Co. on Friday, 14th inst., at 5.15 p.m., on the road outside the Law Courts.

POSTINGS.

- Sergt. J. M. McHutchon is posted to Co. "A" Platoon No. 2 as Platoon Sergeant.
Sergt. G. C. Moxon is placed in charge of the mounted Section. Parades of the mounted Section will be held once a fortnight. Further orders will be issued.
Pte. K. McLennan is posted to Co. "B" Platoon No. 7 Section No. 7 Section 12. TRANSFER.
Pte. G. W. Barton, Co. "A" Platoon No. 1, Section 4, is transferred to Co. "D".
EASTER MONDAY SHOOT.
Practice at King's Park Range to-day at 3 p.m. Members attending must bring their own ammunition.
G. K. H. BRITTON, Capt. Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

MOUNTED PATROLS.

- A cheque for \$110 towards the first month's expenses of this Detachment has been received from E. S. Kadoorie, Esq.
TRAFFIC.
Mounted and Motor Patrols are hereby directed to send all reports of alleged traffic offences to Trooper C. H. Kew, 14a, Des Vœux Road.

DEFAULTERS.

- For being absent from Patrol Duty three P.m.s. of No. 3 Company have each been ordered 3 hours' cells' duty at Central. The A.S.P. (R.) will supervise the proper carrying out of all default awards.
SUMMER UNIFORM.
Equipment Officers and Section Commanders will be held jointly responsible for seeing that every man has two complete suits of white uniform. This number is to include the single suit issued last summer.
ABSENCE FROM POLICE DUTIES.
This Order is reported for general information:—No excuse of any kind will in future be accepted for absence from or unpunctuality in attending Police duty, unless intending absentees (a) obtain the certificate of the Surgeon Superintendent or such other emergency medical certificate as the Surgeon Superintendent may subsequently deem sufficient, or (b) provide an efficient and unpaid substitute.
Absentees failing to comply with the above requirements will without exception be dealt with and punished as defaulters, as a matter of course and without further enquiry.

ORCHESTRA.

Wednesday, April 12th.—Practice 7 p.m. sharp.

F. C. JENKIN, D.S.P. (R.)

INTIMATIONS

THE LUZON SUGAR REFINING CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Office of the General Agents, Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, on WEDNESDAY, the 19th day of April, 1916, at 12.30 o'clock in the afternoon, when the following Extraordinary Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 31st day March, 1916, will be submitted for confirmation as Special Resolutions:—

- (1.) That it is desirable to re-construct the Company, and accordingly that the Company be wound up voluntarily and that Arthur Rylands Lowe, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed Liquidator for the purpose of such winding up and that Article 124 of the Company's Articles of Association be cancelled accordingly.
- (2.) That Messrs. Jardine, Matheson & Co., Ltd., the General Agents of this Company, be authorised and requested to procure the incorporation in the Philippine Islands of a new Company to be called the Malabon Sugar Company (of which Messrs. Smith, Bell & Co., Ltd., shall be appointed by agreement General Managers) with Articles of Incorporation and By-laws in such form as the General Agents shall approve.
- (3.) That the draft Agreement submitted to this meeting marked "A" and expressed to be made between this Company and its Liquidator of the one part and the Malabon Sugar Company of the other part be and the same is hereby approved and that the said Liquidator be and he is hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 to enter into an Agreement with such new Company (when incorporated) upon the terms of the said draft Agreement, and to carry the same into effect with such (if any) modifications as he thinks expedient.
- (4.) That the said Liquidator be authorised to obtain advances from Messrs. Jardine, Matheson & Co., Ltd., of any moneys requisite upon such terms as he sees fit and to make arrangements if he thinks fit for Messrs. Jardine, Matheson & Co., Ltd., to continue managing the affairs of the Company on such terms as he thinks fit until the undertaking of the Company is handed over to the said Malabon Sugar Company pursuant to any Agreement entered into by virtue of Resolution No. 3.

Dated the 6th day of April, 1916.
JARDINE, MATHESON & Co., Ltd.,
General Agents. [520]

WANTED.

A HOUSE STEWARD.
Apply to—
THE SECRETARY,
HONGKONG CLUB.
Hongkong, 8th April, 1916. [531]

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders, of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three big directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest, with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the above said engines. Built in 1904 and been in use only 14 months.
1,933 lbs.—Self-Hardening Steel.
1,877 lbs.—L. A. Turning Steel.
626 lbs.—Oval Chisel Steel.
2,896 lbs.—Round Punching or Turning Steel.

One hundred Kilos Metal Packing.
Open to Offers.
For further particulars, Apply to
GEO. E. LAMBERT,
4, Duddell Street,
Hongkong, March 13th, 1916. [411]

FORTHCOMING EVENTS.

TO-DAY

4.30 p.m.—Tennis Tournament on Central Stand Court.

TODAY

9.15 p.m.—Bandman Opera & Comedy Co., at the Theatre Royal.—"The Only Girl."

TODAY

5.15 p.m.—Children's Theatrical Performance at Mt. Austin Theatre.

Saturday, 16th April.—
9.15 p.m.—Children's Theatrical Performance at Mt. Austin Theatre.

Monday, 17th April.—
6.30 p.m.—Royal Hongkong Golf Club. Annual General Meeting in the Club House, Happy Valley.

Tuesday, 18th April.—
Noon—Union Insurance Society of Canton, Ltd. Forty-Third Ordinary Yearly Meeting.

12.15 p.m.—China Traders' Insurance Co., Ltd. Fiftieth Ordinary Yearly Meeting.

ON SALE

POUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1915. With INDEX. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th August, 1915.

HONGKONG BANK FRAUD. INTERESTING STORY OF SUCCESSFUL PLOT.

At the Magistracy yesterday, before Mr. J. R. Wood, William Pomeroy was charged with conspiring with others to defraud the Hongkong and Shanghai Bank, aiding and abetting in the forgery of two cheques for sums amounting to \$8,000, and with assisting in the uttering of the same.

Mr. G. N. Osme (from the Attorney-General's Department) prosecuted. Defendant was not legally represented.

OPENING STATEMENT.

Mr. Osme, outlining the case, said that a man who would be called was approached by the defendant on the last day of February, when he called on business at the defendant's office at Messrs. Percy Smith, Seth & Fleming, with a view to a subsequent meeting between him (defendant) and a foreigner named Ribeiro. That meeting was held on March 2nd and 3rd, and on the last named date he was engaged to act as a sort of shroff for the business at a salary of \$40 a month. A witness would say that he was sent to a gold-leaf shop to bargain for the sale of gold-leaf which he had bought at \$8,000, which was just the amount of money for which the cheques had been forged. This person, after visiting the gold-leaf shop, met the defendant and Ribeiro, and they arranged that on the 6th, the day the cheques were presented, they were to meet again at the City Hall. They did meet again on the 6th, and cheques were handed in by the witness. He was told to go cash and meet them later in the day. These two cheques would be proved by an official of the bank, and upon each of them appeared the signature of Mr. Landale as acceptor. These forged cheques were the cheques handed in by Li Sam, which were duly cashed. When he received the money, he took it with him to find the defendant and Ribeiro, and he subsequently met defendant in Wing Wah Street, after which he went with him and paid the money over.

Some time afterwards, Ribeiro went to Macao, and it was arranged that Li Sam should go there, too, for the purpose of taking the money over.

His witness—Is Li Sam an accomplice?

Mr. Osme—No, he is not charged with being an accomplice. In the view of the Crown, he was actually an innocent tool. There is nothing to show that he obtained the money with a guilty knowledge. Li Sam subsequently went to Macao and later returned and tried to find defendant to tell him he had carried out the instructions given to him, but he was not at his house, and it was subsequently discovered that he had escaped. On a second visit to the house, Li Sam was arrested. On the 8th, two days after the cheques had been presented and, unfortunately, cashed, the police visited a house at 31, Pokfulam Road, and found papers which had obviously belonged to the defendant. Defendant, it was afterwards seen, had gone to Shum Chun, where he was arrested by the Chinese authorities and was handed over to the police at Canton.

Mr. G. B. Dunnett, of the Current Accounts Department of the Hongkong and Shanghai Bank, said he thought he was familiar with the signature of Mr. Landale; it appeared to be genuine on both cheques. Before the cheques were paid reference was made to the account book.

Mr. Wood—Was any reference made to the ledger at the time it was paid?

Witness answered in the negative. He looked at the cheque book register the following morning and found that the cheques were from a book issued, as they thought, to Messrs. Smith, Seth & Fleming. On closer examination it looked as though the cheque numbers had been altered; the second number had been issued to a customer in Swatow. Witness added that he had since discovered that Mr. Landale's signature was more upright.

Mr. Osme—Was there anything which made it more possible to pass a cheque on that day?

Mr. Dunnett said that was the day when the Bank issued a notification that it would not take any more compradors' orders.

Mr. Osme—In consequence several new accounts were being opened?—Yes.

Did you form any opinion at the time as to whether this would be under the new system?—I don't think I did.

SIXTEEN \$500 NOTES.

A shroff at the Hongkong and Shanghai Bank stated that he received the two cheques, produced, at the counter of the bank from a man named Li Sam. The latter signed on the back of the cheques. He gave the cheques to the European in

HONGKONG TENNIS TOURNAMENT.

The only game in the Hongkong C.C. tennis tournament played yesterday was the semi-final of the Professional Pairs between Cooper-Hunt and Hammond v. Crisp and Hamilton, which the latter won after a most interesting display, the scores reading:—4-6, 6-3, 6-4. The tennis by which Cooper-Hunt and Hammond won the opening set was of such good quality that it augured well for their success. However, in the next two sets the wearing-down tactics adopted by the other pair proved successful, and they were very deserving winners.

The attraction to-day will be the semi-final game of the Championship Singles between Nisbet and Ng Sze Kwong, play commencing at 4.30 p.m.

INTERPORT RUGBY MATCH. YOKOHAMA DEFEAT KOBE.

The Interport game at Yokohama between Yokohama and Kobe was uninteresting. The home team won by 8 points (a goal and a try) to 3 (one try). At half-time Yokohama led by 3 points, and the visitors scored just before the close of the match. Generally speaking the play was not up to interport level.

charge, and when they were returned later with the signature of the compendore's clerk he paid out the money, \$8,000 in all. He gave Li Sam sixteen \$500 notes.

A money-changer at the Leung Kee shop, 24 Des Voeux Road Central, who said he and defendant were formerly employed together in Mr. Percy Smith's office, deposed that defendant came to his shop and said he would give witness "some good and profitable business." He went away and on the following day returned with a Portuguese. They asked him if he would go for a walk and then took him to the roof garden of the Sincere Company, where they had tea. After tea the Portuguese spoke to defendant in a dialect, and the defendant spoke to witness in Chinese. Defendant proposed that he should collect accounts for them, and said that they would give him 20 per cent. commission. Nothing definite was arrived at, and he was requested to go to the Seamen's Institute, see the Portuguese there, and receive from him certain bills to collect money. In consequence of further enquiries he did not go.

His witness—What exactly was his reason for not going?

Mr. Osme—He went to an assistant in the compendore's department of Jardine, Matheson & Co., under whom both he and the defendant had previously worked, and asked his advice.

SPECIAL POLICE CONSTABLE ARRESTS LI SAM.

Charles Maria Soares, who appeared in the uniform of a constable of the Special Reserve, stated that he was an assistant in the office of Messrs. Percy Smith, Seth & Fleming. He was there in connection with his capacity as a constable and as a member of Mr. Percy Smith's staff. He arrested the man Li Sam on the night of Wednesday, 8th March, in Shelley Street, about 100 yards from defendant's house. At the time witness was going down to the West Point Station for duty. Witness knew Li Sam, who used to be a canvasser for printing. He had seen Li Sam with defendant on two occasions prior to the 6th March. They seemed to be talking together confidentially. Defendant left the office on Wednesday without giving notice, and he was not seen again at the office. Since his office had been notified of the forgery of the cheques they had made every endeavour to find the cheque-book, but had failed. Defendant would know that Nos. 31 and 35, Des Voeux Road Central, for which his firm were the agents, were vacant, and the keys were easily accessible to him.

Mr. Osme explained in regard to this point that the witness Li Sam was told to take the money to either of these places.

A TELEPHONE MESSAGE.

A Chinese clerk employed in the office of Messrs. Percy Smith, Seth & Fleming, stated that on a certain date, a few days before the forgery, somebody rang up the defendant on the telephone. Defendant answered the call, and witness heard him say "Are you Ribeiro?" Pomeroy and the person at the other end arranged a place of meeting, which was to be at the Racecourse at 5.30. There was a similar conversation on a later date. One day defendant showed witness some banknotes inside his purse. He told witness prior to this that he had earned some commission.

AN HONEST ACCOUNTANT.

Lee Chan, an accountant in the Victoria Printing Press, said that he knew the defendant very well. Defendant had brought him printing orders from the office of his employers. One day in March defendant came to witness's shop and left in his charge a watch and an envelope containing something, saying that he would be calling back for them later. Subsequently defendant's younger brother came to the office, and wanted the watch and the envelope. Witness had examined the envelope, and had noticed that there were a number of \$500 notes inside, so he wanted to go to defendant's family house and hand him the envelope. However, he met defendant near the Central Market and there handed the watch and the envelope, containing the banknotes over to him.

Detective-Inspector M. O'Sullivan produced the defendant's admission when the charges were read over to him. In answer to the first charge, defendant said "I plead guilty to that," and in answer to the second charge he said "I admit aiding, abetting, and assisting Ribeiro in this charge. I myself did not forge the cheques. Ribeiro forged the cheques."

The case was remanded.

THE CHINESE LANGUAGE.

ITS CULTIVATION IN THE FAR EAST.

[BY PROFESSOR MIDDLETON SMITH, M.B.O.]

During the past few months a great deal has been written and talked about the neglect of the Chinese language by British traders in the Far East. Mr. Ainscough, who had mastered the difficulties of the language, made a great point of this defect of our countrymen in his various surveys of the situation in China. Some of the engineering firms of Great Britain are now issuing advertisements in Chinese. They are probably also compiling catalogues in the same language. The local Chamber of Commerce, quite recently, welcomed in a most enthusiastic manner the suggestion that a school should be established in Hongkong so that Europeans could study the language. Mr. H. G. Wells, with that facility for looking ahead for which he is notorious, has even gone so far as to suggest that the public schools of Britain should substitute Oriental languages for Latin and Greek in their curriculum. Out of all this agitation will come some definite scheme. There are particular reasons why those of us who live in China should attempt to make up our minds as to the best method of carrying out the general idea, so spontaneously supported locally and in Shanghai.

THE PROBLEMS.

The facilities which at present exist for teaching Chinese appear to be rather haphazard. The usual thing seems to be to employ a native teacher. There are two distinct problems which must be solved. First of all, that of teaching Europeans the Chinese language. Next, that of issuing certificates, which will be recognised both in Britain and China.

It will be as well to discuss the various aspects of the two subjects. First of all, we will consider the matter of teaching Chinese.

In the past, efforts have been made in England to teach the Chinese language. For some years the writer was on the staff of King's College, London, and in that institution there was a Professor of Chinese. It is not altogether without interest to note that, even in these days of a decade ago, there were several Chinese students at the College, learning English and Western Science, while the average number of English students studying Chinese seemed to fluctuate from a maximum of three to a minimum of zero.

It is so long ago that my memory may be at fault, but it is almost certain that the Professor was Sir Walter Hillier. He was very disappointed with the paucity of students. Other centres of higher education in England tackled the matter, but how they succeeded or failed is difficult to ascertain. Mr. Parker, who has written some books about China, was at Liverpool University; but whether he taught many or few students the Chinese language must be, for the moment, a matter of conjecture.

About four or five years ago there was a sudden enthusiasm in London for Oriental languages. There was to be a school in the heart of the Empire. One of the most ardent supporters explained to the writer many details. The whole thing has left a rather hazy impression upon my memory, but for the successful of that particular scheme two things were essential. First of all, Lord Curzon must be its figure-head. Secondly, every retired used in India must be taught by retired natives. It is, perhaps, unnecessary to add that my friend was a civil servant in some obscure part of Burma, while Lord Curzon was Viceroy of India. The idea of pensioned Indian civil servants as enthusiastic teachers of Oriental languages seems difficult of realisation.

Perhaps there will be some really virile system of teaching the Chinese language in England when the war is over. It is difficult enough to teach young seventeen the elements of engineering work, but it must be much more difficult to teach him Chinese. And yet it seems that something must be done "at the London end." As a parent who wishes to equip his sons to the best advantage for the struggle for existence, it is my desire that they will be able to study Chinese while at the University "at home." There are so many disadvantages if they come out to China at the age of seventeen in order to learn the language that it is impossible to consider them studying Chinese in Hongkong or Canton until they are men.

And yet it seems a pity that they must wait until they are twenty-one before they tackle the subject. There are many young Britishers who will come out to China to earn their living. Therefore it seems wise for those who are locally interested in this matter to improve upon the proper authorities in England the necessity of establishing some really inspiring and attractive school for the study of Chinese at home. Not a school which will form a resting-house for pensioned civil servants; but one with properly trained and energetic teachers.

Then there must be schools in Hongkong, Shanghai, Tientsin, etc. These must be staffed with good men and well rewarded. There appears to be no reason why there should not be, in some way, affiliated with

COMPANY REPORTS. UNION INSURANCE SOCIETY OF CANTON, LTD.

The report of the directors for presentation to the shareholders at the forty-third ordinary meeting on April 18th is as follows:

The board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the Society on the 31st December, 1915, and a statement of accounts to the same date.

1914 Account.—After payment of the interim dividend of \$30 per share and the bonus of 20 per cent. to Contributors, passed at the last annual meeting, there remains a balance of \$2,470,676.89 as per annexed statement. The board recommends that this sum be appropriated as follows:—

A final dividend to shareholders of \$30 per share on 12,400 shares	\$ 248,000.00
A bonus dividend to shareholders of \$10 per share on 12,400 shares	124,000.00
An addition to the Reinsurance Fund of \$50,000 at Exchange 1/11 1/16	520,325.21
To write off Leasehold Property Account	20,000.00
To be carried forward to Underwriting Suspense Account to close the account for the year 1914	1,558,351.68
	\$2,470,676.89

1915 Account.—The balance of working account on the 31st December, 1915, was \$5,731,589.01, as per annexed statement.

The board recommends that an interim dividend of \$30 per share be paid to shareholders, absorbing \$372,000.00, and that a bonus of 20 per cent. be paid to contributors, absorbing about \$250,000.00, and that the remainder be carried forward.

New Issue of Shares.—Of the 3,000 additional shares which the Society obtained power to issue, no shares were issued up to the 31st December, 1915. Since then nearly 2,800 of these new shares have been issued to the shareholders of the China Fire Insurance Company, Ltd., in exchange for their shares in that Company, and will rank *pari passu* with the old shares for the dividends recommended above.

The dividend thus paid on these new shares will be charged as part of the purchase price of the China Fire shares taken in exchange for them and not against the profits of 1914/5. Similarly the dividend received from the China Fire Insurance Co., Ltd., in respect of the year 1914 on the shares purchased by the Society will be credited against the purchase price of the shares.

Since the last general meeting Mr. G. T. Edkins has joined the board.

In accordance with Clause 80 of the Articles of Association Mr. J. W. C. Bonnar and Mr. A. Forbes retire, but offer themselves for re-election.

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 8th April is as follows:—

	Receipt for week.	Aggregate for 14 weeks.
This Year	\$1,435	\$17,474
Same Year	1,173	15,173
Increase	262	2,301
Decrease	—	—

Hongkong University. There is, of course, the question of expenses, but it is almost certain that arrangements could be made so that no financial burden would fall upon the funds of the University.

THE EXAMINATIONS. The most important matter is that of examinations. If a student wishes to convince other people that he has studied to advantage he usually produces some sort of certificate carrying the stamp of a recognised authority. In England, the Universities and the Board of Education issue such certificates. When an Englishman in China wishes to convince his employers that he knows Chinese he sits for certain examinations. The local Government seems to encourage all of their servants to study the language. Certain increases of pay take place automatically if certain examinations are passed. There is also a system in the Customs service. It is not quite clear how business men qualify. Perhaps the missionary bodies also test the progress of their workers.

The time will come when it will be necessary to co-ordinate all of these efforts and have some recognised standard of examinations. These are, of course, a large number of difficulties, but they will disappear as such a scheme is developed.

The first essential for success seems to be to ensure a sufficient salary to attract a young, energetic Englishman to organise and develop the study of the Chinese language. He will probably require native assistants. It goes without saying that his qualifications must be such as will inspire confidence. There is a wide field from which a selection can be made. Doubtless, if representations were made in the proper quarters, the British Government would raise no objections to the transfer of someone from the Consular service for the work. Or perhaps there is someone among the local Government officials who is peculiarly fitted for the work.

Everyone seems to be agreed that if Britain is to obtain her share of the trade in China the study of Chinese must be encouraged. Naturally enough, the writer would like to see the University of Hongkong identified with the work in some way. Whether it is feasible to make the necessary arrangements is a matter which can only be determined by some committee or persons who can devote a great deal of time to working out the details. The Germans have taught us several lessons. One of them is that the orders for engineering plant can best be obtained by the penetrating inland and talking to the officials. When the time comes, there will be a wonderful organisation of workshops in Belgium. If only we can make sure that there will be a demand for metal goods in China, we shall feel less anxiety about how these workshops will be staffed when the war is finished.

INTIMATIONS LANE, CRAWFORD & Co.

NEW STOCKS OF BROWN "WALK-OVER" SHOES

IN VIOL KID AND TAN CALF.
THEY ARE COMFORTABLE,
STYLISH, HARD WEARING, AND FIT
PERFECTLY.



"INTERWOVEN" SOCKS

IN LISLE AND SILK
85 cts., \$1.50, \$1.85 per pair.
THE ONE THIN SOCK
THAT REALLY WEARST

THE LATEST IN WASHING TIES FOR KNOTS AND BOWS. LANE, CRAWFORD & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
Single Fare by Night Steamer	Return	(available also for return by day steamer)	\$6.00
Single Fare by Day Steamer	Return		11.00
			5.00
			9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 12th APRIL, 1916.	
6 a.m. HONGKONG.	8 a.m. HONAM.
10 p.m. KINSHAN.	5 p.m. KINSHAN.

THURSDAY, 13th APRIL, 1916.	
6 a.m. HONAM.	8 a.m. HONGKONG.
10 p.m. KINSHAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE. S.S. SUI TAI, Tons 1,651. | S.S. TAIHAN, Tons 2,008.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Mondays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO. SUNDAY, 16th APRIL, 1916.

The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL, MACAO-CANTON LINE. S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE. S.S. SAIYAM, 588 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Recent trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Bank Place. [123]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 11th.			
	Previous Day at 5 p.m.	On Date at 5 a.m.	On Date at 5 p.m.
Barometer	30.00	30.09	30.03
Thermometer	71	64	67
Humidity	93	86	74
Wind Direction	0	East	East
" Force	0	5	3
Weather	of	o.	o.
Rain	—	1.64	—

Highest open air Temperature on 10th .. 74
Lowest open air Temperature on 11th .. 61

ON SALE HONGKONG HANSHARD REPORTS of the LEGISLATIVE COUNCIL for the Session 1915.

REVISED BY THE MEMBERS.
PRICE \$5

DAILY PRESS OFFICE

Hongkong, 2nd Feb. 1916.

NEW ADVERTISEMENTS

TENNIS TOURNAMENT.

TO-DAY (WEDNESDAY), at 4.30 P.M.
H. A. NISBET v. NG SZE KWONG,
Final Championship.
Hongkong, 12th April, 1916. [635]

ROYAL HONGKONG YACHT CLUB.

THE POSTPONED LADIES DAY and presentation of Prizes will take place at the Club House, North Point, on **SATURDAY** next, April 16th, on which occasion the Commodore and Members of the Club will be "At Home" to their Friends from 3 to 6 p.m. The presence of the Ladies is specially requested.

T. A. LOUGHLIN,
Hon. Secretary.
Hongkong, 12th April, 1916. [544]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-SEVENTH MEETING of the SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on **THURSDAY, 27th April, 1916, at 12 o'clock Noon**, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th April, both days inclusive.
By Order of the Board of Directors,
C. PEMBERTON,
Secretary.
Hongkong, 11th April, 1916. [545]



COMPANIES ORDINANCES, 1911-1915.

THE attention of Companies Registered under the Hongkong Companies Ordinances is called to their obligations thereunder, and in particular to the requirements as to filing annual returns and other documents. A Company has recently paid \$500 to the Hongkong Government as a penalty for neglecting to file returns of allotments within the prescribed time. Any Company disregarding its obligations will be dealt with according to law.

HUGH A. NISBET,
Registrar of Companies.
Hongkong, 12th April, 1916. [546]



WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Headquarters Office, Victoria Barracks, until Noon on **THURSDAY**, the 20th day of April, 1916, for the Supply of FUEL for a period of three months from 1st May, 1916.

Forms and other particulars may be obtained personally between the hours of 10 a.m. and 1 p.m. or by letter to the D.A.D. of S. and T. Victoria Barracks, Hongkong.
Hongkong, 11th April, 1916. [547]

CANADIAN PACIFIC OCEAN SERVICES. LTD.

(PACIFIC SERVICE).

THE Steamship "EMPRESS OF ASIA"

will be despatched from Hongkong at Noon on

**WEDNESDAY,
19TH APRIL.**

for VANCOUVER via Usual Ports of Call.

Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.
For Passage Fares, Freight Rates, etc., please apply to—

J. H. WALLACE,
General Agent.
Hongkong, 12th April, 1916. [543]

NOTICE OF REMOVAL.

WE HAVE THIS DAY REMOVED our Offices to 2nd Floor, QUEEN'S BUILDINGS, Office Road (Premises lately occupied by Messrs. Bradley & Co., Ltd.).

UNION TRADING CO.
Hongkong, 8th April, 1916. [536]

NOTICE.

IN THE MATTER of the Estate of the late JOHN EDWARD GRESSON, deceased.

ALL CREDITORS and others having Claims against the Estate of the above deceased are requested to send them in to me, the Undersigned, on or before the first day of June, 1916.

B. D. F. BETH,
Attorney for the Administratrix,
Care of JARDINE, MATHESON & Co., Ltd.,
Hongkong.
Hongkong, 10th April, 1916. [537]

NOTICE.

THE remainder of the passengers' baggage from the "CHILY MARU" has been safely landed on Tsim Sha Tsui. Owing to the very heavy seas, this baggage cannot at present be brought to Hongkong, but some will be landed here as soon as weather conditions permit.

Passengers who have not yet received their baggage are kindly requested to report to the Offices of the Taro Kisen KAISHA regarding such missing baggage, furnishing the following particulars:—

Description of baggage.
Number of packages.
Cabin Number.
Forwarding Destination (if desired).
K. DOI,
Acting Agent.
Hongkong, April 5th 1916. [545]

INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING of the Members of the above Club will be held in the Club House, Happy Valley, on **MONDAY, the 17th April, 1916, at 5.30 p.m.**, for the following purposes:—

To receive the Report and Accounts for the year ending 31st December, 1915.

To elect the Officers and Committee for 1916.

To transact any other business.

By order
T. W. HILL,
Acting Hon. Secretary.
Hongkong, 7th April, 1916. [625]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 4, Connaught Road, Victoria, in the Colony of Hongkong, on **TUESDAY, the 18th day of April, 1916, at 12.30 p.m.**, for the purpose of considering, and, if thought fit, passing an Extraordinary Resolution the following Resolution, that is to say:—

"That the name of the Company be changed to 'BRITISH TRADERS' INSURANCE COMPANY, LIMITED.'"

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this Seventh day of April, 1916.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 7th April, 1916. [534]

6½% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1M\$ for Rbls. 2,000,000,000.

SUBSCRIPTION to the above LOAN will be opened from 28th March till 5th May inclusively.

The Price of issue is 95%.

The Loan is entirely free of Income Tax and of other taxation.

The Loan is redeemable at par on 1st February 1920, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in pounds.

Applications will be wired to Petrograd free of telegraphic charges and commission.

40% only of the cost of the Bonds may be paid on application; the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager,
RUSSO-ASIATIC BANK,
Hongkong, 30th March, 1916. [489]

THE 6% INTERNAL LOAN OF THE 4TH YEAR OF THE CHINESE REPUBLIC (1915).

THE PUBLIC ARE HEREBY NOTIFIED that the Second Payment of the 6% Internal Loan of the 4th Year of the Chinese Republic (1915) will fall due on the 12th of April of this year. The detailed regulations governing the payment of interest of the said Loan have been published in the *Government Gazette*. Pamphlets containing these regulations may be obtained on application to the establishments authorised for the payment of interest. The following is the summary of the regulations:

1. Payment of interest commences on 12th of April, 1916.

2. Organs in China authorised to pay interest:—

a.—All Magistrates' Yamen.

b.—The Head and Branch Offices of the Bank of China and of the Bank of Communications.

c.—The reliable agents of the above-mentioned two Banks.

3. Organs in foreign countries authorised to pay interest:—

a.—All Chinese Legations, Chinese Consulates, and all Offices of the Chinese Resident Commissioners.

b.—Branch Offices of the Bank of Communications. In foreign towns where no such branches exist, foreign banks authorised to pay interest.

c.—All Chinese Chambers of Commerce, Guilds and Public Organs organised by Chinese.

4. Method of claiming interest. When claiming interest, the bondholder must cut down the matured coupons and present them at any of the above-mentioned organs. The said organs after examining the coupons will then pay interest and keep the coupons so paid. But the holder of \$100 bonds or \$10,000 bonds must not cut down the coupons themselves, as the said bonds must be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar" and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be fixed and posted in conspicuous places by the various Financial Bureaux concerned.

The cancelled coupons (No. 1) of each bond must be cut down at the time when the coupon No. 2 is presented for payment in cash or in payment of land tax, and to be handed over for cancellation together with coupon No. 2. The Public are requested to read the detailed regulations governing the payment of interest, which are obtainable at any of the authorised organs above mentioned.

By Order,
THE BUREAU OF NATIONAL LOANS.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 4, Queen's Buildings, Hongkong, on **TUESDAY, the 18th April, 1916, at Noon**, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1915, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 8th April to 18th April, 1916, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 7th April, 1916. [532]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 4, Queen's Buildings, Hongkong, on **TUESDAY, the 18th April, 1916, at 12.15 p.m.**, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1915, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 8th April to 18th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 7th April, 1916. [533]

HONGKONG TRAMWAY COMPANY, LIMITED.

LOST.

TRANSFER RECEIPT No. 1217 issued to Mr. LAU YU CHUNG for Transfers of 700 Shares in this Company into his name, having been Misaid, Lost, or Destroyed, **NOTICE IS HEREBY GIVEN** that unless the said Receipt is produced at this Office within 30 days from the date hereof, the Certificates for the said Shares will be delivered to the said Mr. LAU YU CHUNG, and the Transfer Receipt will thereafter be held by the Company as null and void.

For the HONGKONG TRAMWAY CO., LTD.,
W. E. ROBERTS,
Secretary.
Hongkong, 24th March, 1916. [454]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

Certificate No. 5959 for 30 Shares, \$100 paid up, numbered 3021/3035 and 9476/9480.

Certificate No. 2960 for 20 Shares, \$100 paid up, numbered 6016/6025 and 9748/9755.

Certificate No. 2961 for 20 Shares, \$100 paid up, numbered 6361/6370.

Certificate No. 2962 for 20 Shares, \$100 paid up, numbered 6381/6400.

Certificate No. 2963 for 20 Shares, \$100 paid up, numbered 6401/6420.

standing in the Register in the name of GEO. RICHARDSON & COMPANY, LTD., having been declared LOST, Notice is hereby given that unless the said Certificates are produced to the Society on or before the 3rd July, 1916, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 3rd April, 1916. [503]

HONGKONG AND CHINA GAS CO., LIMITED.

NOTICE.

THE COMPANY regrets that owing to the INCREASED COST OF MATERIALS, it is compelled to make the following Alterations in the terms of business:—

The Price of Gas for all purposes will be raised to 82.50 per 1,000 cubic feet as from the 1st April.

Hire of Cookers, Geyzers and other Cooking and Heating Apparatus will be continued, but the Cost of Labour and Materials used in fixing these goods will be charged to consumers.

The Labour and Materials used in fixing Lighting Fittings will also be charged to the customer.

GEORGE CURRY,
Local Secretary.
Hongkong, 31st March, 1916. [497]

MT. AUSTIN THEATRE, THE PEAK.

In Aid of the VETERANS' CLUB.

CHILDREN'S PLAY.

"HUMPTY DUMPTY"

or "THE GREEDY KNAVE."

UNDER the Patronage of H.E. Sir HENRY MAY, K.C.M.G., H.E. Major-General VERTIS, Rear Admiral ANSTRUTHER, C.M.G., &c., &c.

Performances:—
THURSDAY, 13th APRIL, MATINEE at 5.15 P.M.
Tickets 2s and 1s. Children Half-Price.

SATURDAY, 15th APRIL, EVENING PERFORMANCE at 8.15 P.M.
Tickets 3s.

Gallery Lounge Tickets 3s (Refreshments obtainable).
Tickets at S. MOUTRIE & Co. Seats will not be reserved.

Hongkong, 3rd April, 1916. [485]

WANTED.

A MAN capable of taking entire charge of a FURNISHING DEPARTMENT at our House in TIENTSIN; he must have a thorough knowledge of the Trade in every Branch, estimating, designing, overseeing, &c. A permanent berth with agreement to suitable man.

Apply with full particulars of experience in first instance to—

Ms. VINE,
Manager,
Messrs. HALL & HOLTZ, Ltd.,
Shanghai.
[523]

INTIMATION

WATSON'S

E

OLD

BROWN

BRANDY



THE

PEG O' MY HEART.

**A. S. WATSON &
CO., LTD.,**

WINE & SPIRIT MERCHANTS.

HONGKONG.

TELEPHONE 616.

HONGKONG OFFICE: 104, DES VOEUX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 15TH APRIL, 1916.

THE BALKAN CAMPAIGN.

Since the withdrawal of the Franco-British Balkan Force from Serbia in the early part of December no news of importance has been received from this theatre of war. The invaders seem to have been content to rest on their laurels and the Allies to stand on the defensive. We may be sure, however, that the period of apparent inactivity has been fully employed by both sides in preparation for the renewal of hostilities, and that these have only been delayed by the formidable nature of the obstacles to be overcome before an advance could be attempted with any prospect of success. In a recent despatch Mr. G. WARD PRICE, the war correspondent, pointed out that if the Allied army was to assume the offensive, it must have further reinforcements, more mountain artillery, and a transport system suitable to a mountainous and roadless country. These requirements, he added, were being supplied. The enemy have the advantage of holding such means of communication as there are, and the ground over which the Allies would have to advance is as difficult as any that could be found. The report is, therefore, to be welcomed that a Bulgarian-German offensive in Macedonia is imminent. Presumably this course has been dictated solely by political considerations. Harried on the Russian front, thwarted in Mesopotamia, and unable to break the French resistance at Verdun after seven weeks of desperate effort, the Central European Powers are compelled to turn elsewhere in quest of some success to dangle before the eyes of the impatient masses, and Macedonia has been selected for lack of any alternative. The people of Germany, however, seem likely to derive but cold comfort from this direction. The fortifications of Salonika have been rendered so formidable that General VOSKOPOULOS, Commander of the Third Greek Army Corps, who inspected them in company with General SERRAIL, the Com-

mand-in-Chief of the Allied Forces, declared that to attack them the enemy would require more than six hundred thousand men supported by very powerful artillery. It will, however, be no easy task to bring up heavy guns owing to the damage done to the railways and to the command which the Allies have of the only available road. Even in the event of these obstacles being overcome, there remains the difficulty of finding suitable artillery positions within effective range of our lines. After expressing surprise at the enormous amount of work that has been done in perfecting the defences and admiration of the astonishing co-ordination effected between the various arms and the various sectors, the General added: "But what struck me most was, without doubt, the choice of emplacements and the dispositions of your batteries. I closely observed the numerous guns abundantly supplied with ammunition, without prejudice to your enormous munition depots in the rear. In such conditions I am no longer astonished that your enemies do not attack you. You have left for them to take as emplacement for batteries but few points which can with any ease be linked up." That the attacking force would suffer probably more severely than any troops have yet suffered in this war is evident to anyone, says Mr. G. WARD PRICE, who stands on the hills along which our gun emplacements lie and looks down first at the tiers of trenches that stretch like an amphitheatre along the face of the slope, then at the ever-widening network of barbed wire below, and finally out across the swampy seven-miles-wide plain across which the attackers would have to come. "They would be in the same situation as we were in front of Achi Baba," said a General who had been for some months on the Gallipoli Peninsula. In addition to these considerations, which should be sufficient to make the enemy hesitate to venture upon an undertaking which promises no return commensurate with the cost, there is the risk of forcing Greece to enter the struggle on the side of the Allies. She has already announced that she will not tolerate the violation of her territory by Bulgarian troops, and without their aid Germany and Austria are not likely to attempt any forward movement. As Greece hitherto has placed self-interest before everything else we may expect her on this occasion to keep her word.

A mail for Europe via Siberia closes to-day at 3 p.m.

The annual meeting of shareholders of the China Fire Insurance Co., Ltd., is advertised to be held on the 27th inst.

The postponed "Ladies' Day" and presentation of prizes in connection with the Royal Hongkong Yacht Club is announced to take place on Saturday.

Lieut.-Colonel (temp. Brigadier) Marralle and Major Ogg, both of the K.O.Y.L.I., were mentioned in the long list of French honours recently bestowed.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of \$300 to the funds of the hospitals from the Colonial Government.

According to the cabled advice from Singapore received yesterday by Mr. W. J. Carroll, share broker, the following rubber stocks were quoted:—Ayer Moleka, \$2.50 sales; Jeram Kuantans, \$1.70 sales; Kedahs, \$3.05 sales; Kempas, \$3 sales; Malakoffs, \$4.75 and \$4.80, sales; Mandai Tekongs, \$0.80 sales; and Pajamas, \$19 sales (all Straits currency).

PORTUGUESE IN FOOCHOW AND THE SHANGHAI INCIDENT.

[FROM A CORRESPONDENT.]

FOOCHOW, April 4th.

Even in an out-of-the-way place such as Foochow the Portuguese community, though few in number, are not without their sense of fair-play and justice. No sooner had the news reached this port from Shanghai of the imprisonment of 10 of their compatriots without any right of defence than a meeting was called at the Sociedade Macaense, at which it was decided to despatch a telegram to Lisbon protesting against Consul Barjona de Freitas' high-handed action and asking for his dismissal.

It was further decided to protest against the promulgation by the Consul of his resolution, as a violation of the liberty of the subject and contrary to the Constitutional law of the Republic of Portugal.

A petition is now being drawn up to be sent to the Home Government.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, April 10th.

STILL WAITING.

It seems that the sensation which was caused here and in Hongkong and Canton by the news of the arrests at Shanghai by the Portuguese Consul of Mr. Constaçio do Silva and others is dying down. No doubt among the hundreds who have taken part in the meetings of protest many are waiting the fulfilment of the proclamation made by President Braga on the occasion of the declaration of the Portuguese Republic on the 7th October, 1910, in which he said: "This must be the beginning of an epoch of austere morality and immaculate justice." Several weeks have passed and soon Mr. Silva will have served his sentence, yet the Home Government has not yet replied to the cable addressed to it. This is our usual experience, though the Colony has always been loyal to the Mother Country, remitting to it financial contributions and helping those in distress. At the present moment, about two hundred of the inhabitants are daily performing military service. These things seem to be overlooked in Lisbon.

MISCELLANEOUS ITEMS.

Outside the city we now have good roads, straight and broad, but the Estrada do Adolpho Loureiro is an exception. Now that the P.W.D. has plenty ground at its disposal why does it not straighten this road?

The tree-cutting where the electric lights and telephone wires pass is a regrettable act of vandalism.

The recent promotions in the Volunteer Corps have caused some dissatisfaction, though it should be obvious that every member cannot be given rank; there must be some men left to carry out the commands.

The necessities of life, such as firewood, coal, kerosene, etc., are getting dearer day by day, as no boats are coming into the harbour with supplies.

WEST RIVER COLLISION.

EVIDENCE BY THE PILOT.

The hearing was resumed at the Supreme Court yesterday before the Chief Justice (Sir Wm. Rice Davies) and Commander C. W. Beckwith, nautical assessor, of the action between the Shin Hing Steamship Company, and the Standard Oil Company of New York, in which the former claim \$100,000 for damages alleged to have been caused as the result of a collision between their vessel, the *Shin On*, and the Standard Oil lighter *Ruth*. The latter are counter-claiming for damages to be assessed.

Replying to Mr. Potter, the No. 2 pilot caused surprise by remarking that since the collision he had not been engaged by any other Company, but he had received his salary regularly.

For sixteen months you have been receiving \$40 a month for doing nothing!—Yes, they were keeping me for the new boat; and my salary is \$60 a month.

Mr. Potter—Oh, I am sorry—(laughter)—but the Captain told us your salary was \$40 a month—Yes, but the Captain knows nothing at all about it. (Laughter.)

Mr. Sharp remarked that the plaintiff's solicitor had advised that the men should be retained if possible.

Mr. Potter—And in this case it has cost them over \$900. My opinion is that he was paid \$40 a month to pilot the old ship through the present difficulty.

A pilot on board the *Hoi Ming*, another West River boat, who, at the time of the collision was a pilot on board the *Shun Lee*, spoke to seeing a launch in the vicinity of the wreck of the oil lighter carrying two white vertical, or towing, lights. The launch was at a standstill and was laying off the wreck. He did not know whether this was the *Comet* or not.

Replying to a question by the Chief Justice, Mr. Potter said that the wreck was towed from the sandbank by the *Comet*, out of the way of passing steamers, as they thought.

Mr. Sharp—It was towed to the opposite side to the directions given.

Mr. Potter—We say she was towed out of the way of passing vessels.

Mr. Sharp—We have Captain Lewington to speak with regard to that.

The hearing was adjourned.

THE WAR.

VERDUN.

DESPERATE FIGHTING: HEAVY GERMAN LOSSES.

BRITISH CAPTURE TRENCHES.

RUSSIAN PROGRESS.

MR. ASQUITH AND BETHMANN-HOLLWEG.

FRANCO-BELGIAN FRONT.

DESPERATE GERMAN EFFORTS EVERYWHERE REPULSED.

PARIS, April 11th.
2.35 a.m.

A communiqué states—West of the Meuse the bombardment has continued with growing intensity. The Germans, at mid-day, from the Hancourt and Bethincourt region, attacked our position south of the Forges Brook. Notwithstanding the violence of the assaults, which were most costly to the enemy, our line as a whole was unmoved. Attempts to attack our positions at Morhonnée and Cumières, following an intense artillery preparation, were stopped by our curtain of fire. The enemy east of the Meuse violently bombarded Poivre Hill and made several attacks at the end of the day on our position at Caillotte wood, which were everywhere repulsed. There has been great artillery activity in Woëvre, but comparative calm on the rest of the front.

A French pilot felled a Fokker during an air fight in the region of Verdun on the 8th. Another Fokker was felled by anti-aircraft guns in Woëvre on the 9th. A third Fokker landed in our lines in Champagne. The machine was intact and the pilot was captured.

A German aeroplane to-day bombed Nancy doing only slight damage.

ANOTHER HECATOMB
GREAT GERMAN ATTACK AT
VERDUN CRUSHED.

PARIS, April 10th.

A semi-official statement says the German attack on the French line from Avocourt to Cumières was launched with great force on a seven-mile front and was kept up desperately the whole day.

The only result was another hecatomb. French resistance remains unbreakable. Forty-eight days of fighting at Verdun have thus ended in a bloody defeat of the enemy.

FIFTIETH DAY OF VERDUN
BATTLE.

RENEWED GERMAN OFFENSIVE.

PARIS, April 10th.
4.15 p.m.

A renewed German offensive on the fiftieth day of the battle of Verdun is the feature of the communiqué. The bombardment has continued violently at night, being especially directed at Dead Man Hill. The communiqué also confirms the important German losses last night at Dead Man Hill, when the most violent attacks were repulsed, especially at dusk. The Germans were only able to penetrate 600 yards of the first line trench at Hill 293. The French made numbers of prisoners.

There was a sharp night struggle east of the Meuse in a little wood eastward of Vacherauville. We progressed southwards of the villages at the foot of the Meuse hills. The communiqué concludes:—Yesterday's operations at Verdun saw the first attempt at a German general offensive, on a front exceeding twenty kilometres. The Germans had no appreciable results, especially in view of their tremendous efforts, and the losses sustained, to which the bodies heaped in front of our lines testify.

BRITISH CAPTURE TRENCHES.

ARTILLERY AND MINING
ACTIVITY.LONDON, April 10th.
12.55 a.m.

A British communiqué states—Last night we attacked and captured at St. Eloi the main crater which remained in German hands. A further attack established us in the enemy trenches running south-west from the crater. There has been artillery and mining activity to-day.

RUSSIAN FRONT.

GERMAN TRENCHES FLOODED

RUSSIANS REPULSE HORDES OF
KURDS

PETROGRAD, April 11th.

A communiqué states—The German attempts to pump water out of their flooded trenches on the Dvina front were everywhere prevented by the Russian fire. The Germans south-west of Pinsk approached the Russian positions in boats, but were driven off. The Russians captured a trench on the Lower Strypa. Despite the deep snow and numerous crevasses in the Caucasus the Russians continue to advance in the direction of Diarbekr. They repulsed several attacks in the Bitlis region, and fought hordes of Kurds, who were supported by Turkish infantry, south of Lake Urumiah.

NAVAL ACTIVITIES.

SUBMARINE WARFARE.

LONDON, April 10th.

The British steamer *Zafra* has been sunk.

The Norwegian steamer *Sjølyst* has been sunk.

The crew have been saved.

The steamers *Yonne* and *Eastern City* have been sunk. The crew of the former were rescued.

GENERAL.

FRANCO-BRITISH PARLIA-
MENTARY CONFERENCE.FRENCH LEGISLATORS WEL-
COMED BY THE KING.

LONDON, April 10th.

The first Franco-British Parliamentary Conference has been held in London. His Majesty the King made a stirring address to the members at Buckingham Palace, welcoming, in French, the legislators of a great Republic to which they rejoiced to be united by an intimate alliance and mutual confidence; "an alliance destined, as I trust, to be perpetual." His Majesty dwelt on the valuable work of the French legislators, and emphasised that the visit was an expression of the friendship which was binding the two nations together.

DUTCH STEAMERS NEW
ROUTE.

AMSTERDAM, April 11th.

According to the *Hollandshad* the steamer *Kambangan* and *Krakatau* will sail for Java on Wednesday by the northern route.

[THROUGH REUTER'S AGENCY.]

MR. ASQUITH AND THE
GERMAN CHANCELLOR.

THE LIMIT OF CYNICISM.

LONDON, April 11th.

In the House of Commons Mr. Asquith said that it was impossible for cynicism to go further than Dr. von Bethmann-Hollweg's insistence that Germany would give the various races a chance of free evolution. After referring to the colossal failure of the twenty years attempt to Germanise Poland, and the brutal treatment of Belgium, Mr. Asquith said that the Allies were determined to see once again the old Belgium. She must not be allowed to suffer permanently the wanton and wicked invasion of her freedom. What was broken down must be repaired and restored. (Cheers.)

The Allies were prepared to justify the legality of the blockade, which was carried out with the strictest regard for humanity. Not a single neutral life had been lost as a result of the blockade. The Allies were fighting with clean hands and a clear conscience and were confident in their power to vindicate the liberties of Europe.

The terms on which they were prepared to conclude peace were the accomplishment of the purposes for which they took up arms. "The purpose of the Allies," he added, "is to pave the way to an international system for securing equal rights for all civilised states. The military caste can no longer be allowed to interfere with the settlement of international problems."

MESOPOTAMIA CAMPAIGN.

FLOODS HAMPERING
OPERATIONS.

LONDON, April 10th.

General Lake reports that General Corringe's preparations for an attack on Sannay Yat are well advanced. Although floods have curtailed the frontage on which the attack can be delivered it has been fine for the last two days, and the river has not risen since the 7th.

A later message states that General Lake reports that an attack was made on the Sannay Yat positions at dawn yesterday, but it failed to get through the enemy's lines. The operations were much hampered by the floods, which are extending.

In the House of Commons, Mr. Tennant said that he had no information as to whether General Townshend has sent a reply to the King's message indicative of the spirit of his troops.

GERMANY AND ISLAM.
BEFORE AND AFTER OUTBREAK
OF WAR.

LONDON, April 11th.

A further search of the German archives captured at Mosh shows that not only was an anti-Islamic programme definitely drawn up, but that just before the outbreak of war steps had been taken to carry it out. The recipients of the circular mentioned on the 7th inst. had been instructed to report upon it within three months. The official recommendations were to prohibit all Government officials following the Muslim faith; secondly, to prepare a register of all the mosques; and, thirdly, to prohibit circumcision except by licensees, who must submit themselves for examination by a German official before receiving their license. Nevertheless, Germany is now figuring as the chosen champion of Islam.

AUSTRALIA AND VOLUNTARY
ENLISTMENT.

MELBOURNE, April 10th.

Mr. Pearce, the Minister of Defence, in a speech at a gathering of Trade Unionists, said the Commonwealth policy was to do their utmost to assist the Allies to win. Their policy was one of Voluntarism, but they were being defeated by the conscript armies of the Allies, and sooner than submit to German rule he would have conscription; but he believed they could do their duty by voluntary enlistment.

SWEDISH PROHIBITION.

LONDON, April 11th.

Sweden has prohibited the export of manganese ore.

[THROUGH REUTER'S AGENCY.]

DEVELOPMENT OF INDIA.
JAPAN AN OBJECT LESSON.

LONDON, April 10th.

Although the Industrial Commission does not assemble until October, Sir Arthur Holland will arrive in Bombay early in May to arrange a prompt and business-like investigation.

This is desirable, says *The Times*, not only on account of the value of the Commission's time, but because the changes in Imperial and International relations which the war has made inevitable will provide opportunities for Indian development which should be taken as they arise if they are to be turned to full account. India has an object-lesson in this respect in the energy and adroitness with which Japan has made the war serve the cause of her trade and industry. The selection of two members, in addition to the Chairman, from England is highly satisfactory. That so distinguished a man as Sir Horace Plunkett should be spared from his present services is evidence of the importance attached to the inquiry, and the selection of Sir Alfred Hopkinson need not arouse the slightest Indian sensitiveness regarding "Lancashire influence," as although he belongs to a distinguished Manchester family, he is independent in politics and unconnected with the textile trade.

THE ECONOMIC CONFERENCE.

AUSTRALIAN PREMIER TO
ATTEND.

LONDON, April 10th.

In the House of Commons, Mr. Asquith announced that the Australian Premier, Mr. Hughes, had been invited to attend the Paris economic conference as one of the representatives of the Imperial Government, and Mr. Asquith said that he sincerely hoped Mr. Hughes would be able to accept.

AMERICAN PRESIDENCY.

MR. ELIHU ROOT NAMED.

WASHINGTON, April 10th.

A manifesto by seventy-five leading Eastern Republicans urges the claims of ex-Secretary Root as a candidate for the Presidency.

STEAMER SERVICE WITH
FLUSHING RESUMED.

LONDON, April 11th.

The steamer service with Great Britain has been resumed.

BANDMAN OPERA AND
COMEDY CO.

"THE ONLY GIRL."

"The Only Girl" is a musical comedy without a waltz motif, which is, perhaps, something to be thankful for. There is, in fact, comparatively speaking, very little music but what there is of good quality and very pleasing. The comedy, strangely enough as it seems when others of a similar order are recalled, is almost sufficiently serious to have a moral. It is scarcely a play which bachelors should attend. It might, perhaps, persuade them not to do their duty. The old married man, with a very keen sense of humour, may derive a certain amount of amusement from it. Essentially it is a comedy which all ladies, whether married or single, should make a point of seeing, and if it causes a little heart-searching in this small Colony it will not have been played on vain.

For the rest, it is certainly far and away above the average musical comedy in merit. It is really amusing. The scenes are pretty, the dresses very effective and the choruses have plenty of life and vigour, so that if there is a "pill" somewhere it is pleasantly disguised. Miss Betty Linley as Pansy puts plenty of energy into her somewhat small part and it is quite catching. As the "Drum Major," for instance, she was particularly effective and generally contrives to be the life and soul of the chorus.

Miss Phyllis Ashwell is perhaps the most convincing of the "young brides" and dances very prettily. Miss Gracie Rosslyn also gives a charming dance in Act II. Mr. Leyland Hodgson as Jim takes the principal rôle very satisfactorily while, as may be imagined, Mr. Johnny O'Brien, Mr. Compton Coultas and Mr. Edward Granby, extract all the fun possible from their parts as the young but very much married men.

The popularity the Company has won during its short stay in the Colony was demonstrated by the large number of bouquets presented to the members of the cast at the close of the performance.

STRAITS' MILITARY
CONTRIBUTION.PATRIOTIC CONCEPTION TO THE
HOME GOVERNMENT.

At a meeting of the Legislative Council of the Straits Settlements on the 31st ult. the acting Colonial Secretary, moved that the sums £4,258 11s. 5d. and £111,913 17s. 9d., being the amounts by which the Military Contribution paid by the Colony for the years 1913-1914 and 1914-1915, respectively, exceeded the cost of the garrison during those periods, be not recovered from His Majesty's Government.

He said that the island of Singapore was a point of strategic importance in the British Empire, and the present arrangement was that the Colonial Government paid 20 per cent. of the revenue of the Colony towards the Imperial funds for its defence. In ordinary years the cost of the military forces stationed in Singapore exceeded the amount of the Colony's contribution, but the financial statement recently received from the Army Council showed that in respect of the financial year, from April 1st, 1913, to March 31st, 1914, that is to say before the outbreak of war, the cost of the garrison was £268,563, and the Colony's contribution equivalent to £272,521 11s. 5d., there thus being an excess to the extent of £4,258 11s. 5d. In respect of the financial year from April 1st, 1914, to March 31st, 1915, the cost of the garrison fell to £181,748 and the expansion of the Colonial revenue swelled the contribution to £293,606 17s. 9d., thus causing an excess over the actual cost of the garrison of £111,913 17s. 9d. The fall in the cost of the garrison was, of course, due to the war. That gallant regiment the K.O.Y.L.I. was withdrawn in September, 1914, and no British troops replaced them until February, 1915. Apart from the war, the cost of the garrison, owing to the triennial relief of the Indian regiments, would probably be somewhat heavier than in the preceding year and the excess contribution would have been about £21,000 instead of what it actually was—a little over £111,000. "We, in this Colony," he concluded, "are, owing to the war, carrying a lighter burden in respect to military expenditure than we were doing before and, partly, owing to the war, our revenue is increasing at a time when most of the members of the Empire are carrying a heavier burden than they carried in peace times. This Council may perhaps consider that this Colony should not take advantage of a temporary re-distribution of His Majesty's forces in connection with the war, especially as that re-distribution is merely an incident in the war, and it is for that reason that I now ask this Council for permission to bring forward the motion standing in my name."

The Treasurer seconded the motion. Sir Evelyn Ellis: Sir, I desire to support the motion that has been brought forward by the acting Colonial Secretary, and I am glad to say that the Colony is in a position to be able to give up this quite handsome figure without feeling any undue strain. At the same time, I should have still been disposed to support the acting Colonial Secretary's motion if it had been a strain. All I am anxious to see is that every part of the Empire should do what it can to help the mother country.

The motion was agreed to.

IRELAND THE "KEY OF
THE ATLANTIC."

SECRET GERMAN PAMPHLET.

The *New York World* publishes extracts from a pamphlet which the German Foreign Office is secretly circulating, entitled "Great Britain and Europe." This precious work is from the pen of Count Reventlow, and a translation has been made and "printed for private circulation only" among the Irish. Fourteen chapters are devoted to Irish history as the Germans would like the world to view it. The work culminates in the following passages, which are interesting because they constitute an indirect admission that unless British sea power can be destroyed Germany must lose the war:—

"Germany is fighting for her own existence; she is fighting also for the liberation of the world. The great day of liberation will surely come sooner or later. The *conditio sine qua non* of that liberation is the destruction of Britain's maritime supremacy. For as long as Britain rules the waves humanity must remain her slave. This is fundamental truth. And another fundamental truth is that Britain's maritime supremacy cannot be destroyed until Ireland is a free country. So long as Ireland remains a British Colony—or, rather, a British fortress—Britain can at any time shut off the whole of Northern and Eastern Europe from all access to the ocean even as by means of Gibraltar, Port Said, and Aden she can close the Mediterranean. Ireland is the key of the Atlantic. Release Ireland from bondage and the Atlantic is at once opened up to Europe. Therefore must Ireland be restored to Europe if Europe is to be free. An independent neutral Irish nation would be the natural bulwark of European liberty in the West. Freedom depends on freedom of the seas and freedom of the seas depends on the liberation of Ireland."

HUN RUNS AWAY.

"Directly the Hun spotted us he turned to run away, but, unfortunately for him, two of our machines were coming down on him from the other direction and closer to him than we were, and they 'strafed' him right out, for when still about a mile from the Hun he took a terrific 'nose-dive' and then went spinning to earth, and I didn't get a chance of popping off even one shot."

After this nothing out of the common happened, except seeing some of our machine, "Archie" at a hopeless range and watching our own batteries have a terrific go at the Hun for about five minutes.

The cold up there is intense. My face was well-covered in anti-freeze grease. When up there one feels awfully sorry for the poor chap in the trenches. Tomorrow I'm going up on a reconnaissance. I think flying is the most fascinating game in the world, he adds, and it still alive and kicking at the end of the war will continue flying. This is a terrible long description, but I am absolutely full of it.

ADVENTURES "IN THE BLUE"

THREE-HOUR FLIGHTS OVER
GERMAN LINES.

A vivid description of the first sensations of an enthusiastic observer in an aeroplane and his adventures "in the blue" is contained in a letter received at Rangoon from Second Lieutenant C. W. Short, the son of a former Secretary of the Rangoon Municipality. Mr. Short was first posted to the 6th Lancashire and subsequently transferred to the Royal Flying Corps in France.

I have to be observer for three months before becoming a pilot, he writes. I sit up behind the pilot with a nice little latest pattern machine gun, and get various kinds of work, such as taking photographs of enemy's gun positions, "spotting" for enemy gun positions, directing the fire of our batteries by means of wireless signalling, bombing expeditions, and last, but not least, hostile air patrols. So far, I have been up twice. One hour and a half the first time and three hours and a half to-day.

I arrived at flying headquarters on December 5th, and the same evening I got orders to go up and take three photos the following day, but had to wait till the 12th, as every day the sky was clouded over, and as we necessarily always fly over the Huns at 5,000 feet upwards, and clouds are only 2,500 to 3,000 feet up, it is impossible to see or do anything, as you only get fleeting glimpses through the gaps. The 12th was not too good a day, but it remained clear till I got up, however.

READY TO START.

I was ordered to start at 11 a.m., and five minutes before I went out my machine, with my pilot (Captain Harvey-Kelly, a brother of Mr. Harvey-Kelly, of the Burma Railways) was waiting for me. I dashed out in a heavy leather, fleece-lined coat, long fur-lined boots, a pair of chamois leather gloves, plus a pair of best-skin flannel-lined gloves or, rather, huge gauntlets, and a fur-lined skull-cap and goggles. An R.F.C. "runner" helped me to get up in my seat, with a series of pushes and grunts, and after a little delay to allow me to tuck my legs in a minimum amount of space with a maximum amount of comfort, I signalled "ready," after being strapped in, and the pilot then started his engine, and after he was satisfied, signalled "O.K." The chokes were pulled away from the wheels, and we went bumping over the ground for about 100 yards at a terrific pace, and all of a sudden the bumping ceased. When you look over the side the earth seems to recede from you.

The next thing you notice is the extraordinary rush of cold cold wind, which seems as if you were being slapped in the face with a thousand razor blades, but this soon disappears, as your face becomes quite numb. The part that amazed me most was the absolute feeling of stability and safety. Well, of course my eyes were glued on the network of trenches as we came up to the lines and over the Huns.

You can see the line of trenches plainly; the flashes from the batteries, and the shell holes in the ground. I had taken one photo when my pilot by waving and pointing drew my attention to one of our machines about a mile away being "strafed" by an "Archie."

EXCITEMENT.

I got excited then, but this feeling gave way to a very peculiar and hollow one when I heard a terrific crash immediately below my machine and a little to the right, and then another on about fifty yards ahead. My pilot immediately nosed up the machine, and from a little over 400 feet we climbed to 6,500 feet, and almost immediately a bank of cloud passed below. Although you can see them through the gaps, they can't see you.

As the clouds thickened we returned just over the top of the clouds, and after a few minutes dived through one of the holes to find ourselves well clear of the lines and over our own batteries. Landing is fine. You shut off the engine and plane down to about one hundred feet or so, and then flatten out till the wheels start bumping. So much for the first flight.

To-day I was ordered out on a "hostile" aircraft patrol—that is to say, you go up well over the German lines and fly up and down for three hours, looking for and engaging any of their machines. We left the ground at 10.15 a.m., and arrived over the Huns about 10.30; and the greated my machine with a burst of four "Archie's." The first two were a little to the left but well below, the third a little to the right and two bits of shrapnel went through the right wing and one bit cut a stay; the fourth was dead under, but too far below.

We immediately zigzagged up and "Archie" did not bother us again; but another of our machines got "strafed" about half a mile on our left, having eleven bits of shrapnel through his planes and two landing wires cut; the observer and pilot were not scathed. Shortly after my pilot spotted a Hun machine some distance off, and bailed over to him for all he was worth, while I got my machine gun into position.

HUN RUNS AWAY.

"Directly the Hun spotted us he turned to run away, but, unfortunately for him, two of our machines were coming down on him from the other direction and closer to him than we were, and they 'strafed' him right out, for when still about a mile from the Hun he took a terrific 'nose-dive' and then went spinning to earth, and I didn't get a chance of popping off even one shot."

After this nothing out of the common happened, except seeing some of our machine, "Archie" at a hopeless range and watching our own batteries have a terrific go at the Hun for about five minutes.

The cold up there is intense. My face was well-covered in anti-freeze grease. When up there one feels awfully sorry for the poor chap in the trenches. Tomorrow I'm going up on a reconnaissance. I think flying is the most fascinating game in the world, he adds, and it still alive and kicking at the end of the war will continue flying. This is a terrible long description, but I am absolutely full of it.

MARKING TIME IN RUSSIA.

AWAITING RESULT OF VERDUN.

[FROM THE CORRESPONDENT OF THE "OBSERVER."]

PETROGRAD, March 4th.

The Russians are watching the struggle for Verdun with strained interest—with the interest not only of sympathising spectators but also of participants. The question on every lip is "After Verdun, what next?" It must be emphasised that the results of the struggle so far have aroused here a growing admiration for French heroism and have led to increased confidence in the resources of the Allies and to more cheerful view of the general prospects of the war.

Naturally this monstrous battle is being closely scrutinised in view of possible new developments of German military technique which might afterwards be applied on the Russian front. So far, however, the Russians, after their recent experience on the south-western front, have not discerned anything startlingly novel. Fresh variations on the idea of mass, the biggest possible number of the biggest possible guns, and the largest possible number of men concentrated on a given point—this, as far as can be judged from here, seems to be the essential sphere of German inventiveness. And though degrees of intensity and effort may vary, the Russian front has seen the development of these tactics in all their stages, beginning with the smashing attack on Wola Gzlowka in January last year, and is prepared to meet them.

A SPRING CAMPAIGN.

The question is whether Verdun may not be an episode, an experiment, a desperate effort to drain the growing strength of the Western Allies in munitions and men and prevent it breaking out in an offensive in the spring, and so paralysing a possible German offensive on the Russian front. Whether the Germans are actually planning an offensive on the Russian front in the spring is not clear. They are certainly methodically and swiftly continuing their preparations for a spring campaign and taking every measure of precaution against possible Russian surprises.

Take the northern front, for instance, where there is a curious tremor, as if in anticipation of a coming struggle. German aircraft are constantly appearing over Riga, Dvinsk and other points in the rear of the fighting line. Sometimes they drop bombs, but bombing is only an incident in their anxious and systematic aerial reconnaissance. The number of German aeroplanes has been increased during the winter, and each division, at any rate on the Dvinsk, now has its own squadron. The type of machine has been improved. In the liver part of the body the aeroplane is armoured-plated as a protection against shrapnel, more powerful motors are used, and each aeroplane is provided with a machine-gun and a larger supply of bombs. Zeppelins are used for scouting as well as aeroplanes.

Then there are reports of various movements of the enemy in Courland behind the fighting line, of the opening of a branch of Krupp's in Shavili, and of big hospital and ambulance preparations. The sudden outbursts of artillery fire along the Dvinsk are more evidence of general watchfulness and of local enterprise than of any serious attempt of an immediate offensive on either side.

The whole situation of the Germans on the Dvinsk is very curious. They settled on the swampy left bank of the river apparently hoping that winter would freeze the swamps and enable them to get everything ready for an advance across the Dvinsk to Dvinsk and Riga before the spring thaw. But the winter has proved capricious. The thaw set in too early, and the German trenches and dugouts on the left bank were flooded. The troops hastily retired, and whole companies were submerged. Engineers hurried from Germany to drain the swamps and save the units isolated in positions surrounded by water. A flotilla of flat-bottomed boats was built to bring out the stranded artillery transports and men to drier ground. The winter has literally thrown cold water on the German initiative on the northern front. With a further development of the thaw both armies will temporarily have to withdraw their positions from the banks of the Dvinsk.

General Kurapatkin has been appointed Commander of the northern front in place of General Plhve, who took command temporarily when General Ruzsky fell ill. General Kurapatkin has always shown remarkable ability in the management of supplies, and during his short command of Army Corps during the present war he has gained an excellent reputation as a fighting General. The war is now well supported in the chief commands, with General Alexieff at his side and with General Kurapatkin in the north, with such a keen and able General as Evert in the western front, and that sturdy old warrior Ivanoff in the south, General Ruzsky has almost recovered.

HIBERNATING IN TRENCHES.

In the centre skirmishing and occasional artillery fire provide the only relief from the full monotony of hibernation in the trenches. The German trenches are defended almost entirely with machine guns, which the bulk of the men cover in the dismal but warm shelter of the dug-outs.

On the southern front the Russians are boring away at trench warfare on their new positions with considerable success, particularly in the way of mine exploding in the Bukovina. The recent offensive revealed very hopeful possibilities, which, with necessary improvements in technique and communications, will be realised.

The whole Russian front is holding very firm and preparing not only for the summer, but for next winter as well.

The possibility of a swing back of the Germans here after Verdun is seriously counted on. There is a curious massing of German and Austrian troops in Galicia and near the Roumanian frontier. The fact that the Roumanian thermometer happens for the moment to be showing fair weather for our side is both a tribute to the increasing military effectiveness of the Entente and a cause of apprehension to the Germans.

FEMINISM SET FREE.

WHAT WILL WOMEN DO AFTER WAR?

Elizabeth S. Haldane (Vice-Chairman, Territorial Nursing Service, author of "Descartes: his Life and Times") writes in the *Daily Express*:

One may suppose that with women education has gone ahead of employment, and that the middle and lower middle classes, and that consequently, fortunately for us at this juncture, we shall not be left in the lurch, even if we have to send many more thousands of men into the field of war.

One of the interesting examples of the readiness of women to serve has been seen in the numbers who have offered for "general duty," as it is called, in military hospitals. This same process is going on in very many departments of work, and we keep asking ourselves, How far will it go? Will these women ever go back to their original occupations or leisure, or have they experienced a new life that will make them insist on continuing to be producers and earners instead of mere consumers and spenders?

Most people who know the conditions say that once certain avenues of work, the remuneration of pursuing them will not be laid down voluntarily, and all feel a certain anxiety as to the consequence of this newly acquired power.

LARGER OUTPUT.

We may, however, be fairly certain that the woman will only remain permanently established where she can do the work as well as, or better than the man, where it proves true that in certain occupations the woman's output is larger than the man's, owing partly to a certain feminine dexterity, and partly to the fact that she is not bound down by conventional restrictions of output.

Possibly novelty has something to do with this result, but it is quite possible that monotony tells less on the woman than the man; that, at least, is an almost universal conclusion on the part of employers. Another possibility, however, is that women are more amenable to suggestion from outside. In work such as this where the remuneration is at a proper standard, she has had her chance and found herself capable of taking it, and the men displaced must find their work elsewhere.

This surely should be an advantage rather than a drawback, for, after all, the main productive work in the world must be done by men, and we may look forward to an enormous increase of productive work as the workers are less diverted into other lines for the so-called luxury trades owing to a simpler mode of living.

It is men who will necessarily have to do the building up that requires not only physical strength but that creative and inventive power that seems to certain preeminently to them. They will have the enterprise to set on foot much that women may help to carry into being. Thus each should find scope for his or her special capacity, because there is an open field.

CIVIC DUTIES.

On the other hand, we should expect the woman whose business is the management of the home not only to apply herself to that, but to take a much more prominent part in civic duties. It has been pointed out with much force that, unless these are dealt with in a very different spirit by both men and women, our nation will not have learned the lesson of national life that the war should have taught us.

So much for the work that appears to be genuinely "women's work"; but what of that work in which men and women must compete, and in which women can "afford" to work for lower wages because their responsibilities are fewer?

This seems a formidable problem to us all, and one difficult to solve. The best solution would appear to be that of the Women's Co-operative Guild, which advocates inexperienced women coming into new occupations at lower or women's rates, but when fully trained claiming equal rates with men. Naturally women would have to be organized in order to carry this work into effect, but in the interests of themselves and of men, something of this kind will have to be established.

Most people agree with the finding of a recent Royal Commission, which, as regards the civil service at least, recommends that in so far as the character and condition of the work performed by women approximate to identify with the character and condition of the work performed by men, the pay should also approximate to identify. But most people also agree that on the whole women's services are less efficient than men's except in higher branches.

THE STANDARD.

Still, these conclusions have been a good deal shaken of late, and by certain standards women might sometimes be entitled to higher pay than men. Possibly men's employments were wrongly appraised, and some which were skilled have, on account of modern inventions, become mechanical, and yet are paid on the basis of being unskilled. In this case, where no great strain is imposed, there is something to be said for the lower pay, or what is called the "woman's standard" for unskilled work.

But it must be conceded that skilled or trained work by men or women should be proportionately remunerated, whether it be manual, clerical, or educational. If the standard here is not the man's standard, the living wage for the worker and his dependents—then most serious results will follow.

In any case, one would anticipate that men and women will work together in a way they never did before. The old bogey of their being necessarily kept in separate compartments is, we may trust, quite brushed away. Nowadays men and women meet at work as at home, and none dreams of "segregation." Each will have to find his or her own place in the complicated organization of industry. On the men's side there will also be many blanks, and these the women must fill. But the employment, whatever it may be, must be religiously preserved from undue depreciation in the market; were it otherwise we should be doing our brave defenders an ill-service for their self-sacrifice and devotion. Educated women who are fitted to do skilled work, and who have trained themselves to do this work, should claim the remuneration that is their due; and we know that this trained work is needed, and will be needed in the future. Therefore the training is of paramount importance.

PEACE OF THE WORLD.

RUSSIA AND BRITAIN.

INTERVIEW WITH M. SAZONOFF.

[BY HAROLD REGIE.]

"Will this war lead to disarmament, or even to partial disarmament?" I asked Mr. Sazonoff.

"That depends entirely," he replied, "upon the extent of our victory. If Prussian-militarism is destroyed, if that evil thing which has darkened all lives for so many years is finally destroyed, as I most firmly believe it will be destroyed, then I think that some measure of disarmament may be possible. It should be quite possible. For, with England and Russia friends," he continued emphatically, "the rest of the world is safe. Nobody need fear. Nobody! The peace of the world and the happiness of humanity are bound up with the friendship of England and Russia. And I believe that this friendship will be eternal."

"For more than 40 years, years which have kept the whole of Europe in a condition of feverish unrest, the Prussians have been preparing for this war. They have been at our frontier with a stone in their bosom, as we say in one of our Russian proverbs. They have been waiting to throw that stone. Their one object all these long years has been to strike Russia down. And they have not got honestly enough to say so! They must pretend that they were attacked. Bahl!—they are not even good criminals. How can anyone like such a nation! Their arrogance! that insufferable arrogance of the German! has the world ever seen anything like it? It is an offence to all mankind. And they speak of their culture! They dare to disdain Russia, who has given to the world two of the very greatest masters of literature, Pushkin and Dostoevsky."

"With all our faults here in Russia," he added, "and they are many and great, very many and very great, we are destitute of arrogance. I may be allowed to say that. Arrogance to us is a most hideous thing. You will never encounter a true Russian who is arrogant. We believe in simplicity, we believe in kindness, we believe in modesty, we believe in love. And that is why Russian people admire the English more than other nations. You have a grand simplicity, and you are warm-hearted and genuinely kind. Also you have great moral qualities. I remember listening to speeches by Mr. Gladstone in the House of Commons, and thinking how splendid, how magnificent it was that the House of Commons should feel the spell of an eloquence which always rested its argument on the great principles of morality. Mr. Gladstone might have been sincere—I do not know—but that does not matter. What struck me was the moral response of the House of Commons to an argument which was always elevated and noble, never base and never self-interested. It was very fine. It deepened my admiration for the English people."

BRITAIN'S PART IN THE WAR.

I asked Mr. Sazonoff whether there was truth in the rumours which had reached England of Russia's dissatisfaction with British efforts in the war.

"None whatever," he replied. "German propagandists may have tried to make a few ignorant people here dissatisfied, but they did not succeed. We trust you absolutely. We know that you hold the sea. And we know that while England holds the sea, Germany, who is the enemy of the human race, cannot win this war. I have said again and again in committees of the Duma, in the Imperial Council, and to my Sovereign, that England and Russia and their Allies can secure the peace of the whole world. And I am sure of it. It is my supreme political conviction. England's hold of the sea is the greatest fact of the war. We know that fact in Russia. And we are perfectly satisfied."

When I came to ask Mr. Sazonoff whether, perhaps, we had not played into the hands of the War Caste in Germany by our insistence that we must crush Germany—as if we intended to invade and violate her territory—so that even the German Socialists were vigorously on the side of war, fearing for their homes and the safety of their womenfolk, he replied instantly:

"Ah, they have a guilty conscience! Over here they have burned cities, towns, and villages. They have destroyed houses and laid waste the land. They have driven vast numbers of people into exile. Ah, how merciless they have been, how cruel, how brutal, how ferocious! And they do not want the same thing to happen to them! But as for the idea that we shall not enter their territory, that is for our general to decide. After a great victory it may be possible, and it may be right for us to invade Germany. If so we shall certainly do it. Do you suppose that after a great victory on their side they would hesitate to enter Moscow or Petrograd? Have they announced that they are only fighting to destroy the Russian armies? But if they think that we and our Allies are fighting to destroy the German nation then I do not mind saying that they are wrong."

"How can you destroy a nation of eighty million people? Our purpose is to destroy once and for all—once and for all—the greatest danger which has ever menaced the human race. We shall fight on, and we shall never cease fighting, until that menace is destroyed. We cannot rest with a victory which would permit that menace to lift its head again. Our victory must be absolute. We must be free to live without the continual fear of war. Things must be so settled by this war that the nations feel themselves safe. And until German militarism is destroyed to its roots no nation can feel itself safe. Let the German people know—I have not the least objection to this—that if they themselves like to destroy their militarism absolutely, then the war will come to an end. But as for us we shall never stop for a moment until we are satisfied that the curse of Prussianism is lifted from the human race."

DOWN WITH "PRUSSIANISM" (NOT RUSSIA).

"My point is," I answered, "that a peace which some people might call inconclusive would at once reveal to the German people the true state of their finances, and so result in the destruction of Prussian militarism by the German people themselves."

SUNK WITHOUT WARNING.

GERMANY'S NEW POLICY AND HER FAST PRACTICE.

Germany announced that from March 1st onward she would torpedo and sink armed merchantmen without warning. The Secretary of the Admiralty appropriately issued the following list of forty unarmoured British vessels torpedoed and sunk by enemy submarines without warning in the past year, in addition to fourteen neutral vessels similarly dealt with:—

JANUARY TO DECEMBER, 1915.

January:—

30.....Tokomaru.

February:—

15.....Dulwich.

20.....Cambank.

23.....Brankome Chine.

23.....Oakby.

24.....Western Coast.

24.....Rio Parana.

25.....Harpallion.

March:—

7.....Bongrove.

9.....Blackwood.

9.....Princess Victoria.

11.....Florazan.

13.....Invergyle.

18.....Glenartney.

21.....Cairnmore.

22.....Concord.

April:—

1.....Seven Seas.

4.....City of Bremen.

10.....Harpalyce.

15.....Pleuigan.

18.....Trawler Vanilli.

May:—

1.....Edale.

3.....Mintenne.

6.....Centurion.

6.....Lustina.

16.....Drumchree.

19.....Dunfries.

June:—

1.....Saidieh.

4.....Iokum.

8.....Strathcarron.

12.....Leuctra.

16.....Strathmair.

28.....Dunfriesshire.

July:—

23.....Maagara.

August:—

1.....Fulgens.

10.....Rosalie.

16.....Serbin.

19.....Arabic.

September:—

12.....Admorg.

November:—

19.....Hallamshire.

List of neutral vessels torpedoed by enemy submarines without warning:—

February 19.....Bo ridge.....Norwegian.

March 13.....Hannan.....Swedish.

April 3.....Douro.....Portuguese.

April 14.....Folke.....Swedish.

April 15.....Katwijk.....Dutch.

April 17.....Ellisfontein.....Greek.

May 2.....Gulfight.....American.

May 7.....Ellen.....Swedish.

May 25.....Nebraska.....American.

May 26.....Betty.....Danish.

June 9.....Svein Jarl.....Norwegian.

July 14.....Byrn.....Norwegian.

August 18.....Magda.....Norwegian.

August 27.....Uranus.....Swedish.

In addition to the above, the Admiralty added, there were several cases in which there was no reasonable doubt that the vessel was sunk by torpedo fired without warning from a submarine, but in the absence of actual proof, due to the lack of survivors or from other causes, these cases were omitted from this list.

He replied instantly and with great energy. "We cannot take that risk."

Prussianism is so vile a thing that we dare not leave its destruction to a hypothesis. England, France, Russia are responsible now for the future of Europe, which means the future of civilisation, the fate of the world. We can, and we shall, destroy Prussianism. It may take a long time. We are prepared for that. But no inconclusive peace! No peace with a risk attached to it. Prussianism, which is deadly poison, must be flung clean out of the human body. We dare not leave it there to work once more for the destruction of nations."

"And you don't think it would hasten the end of the war if the Allies announced definitely that their objective is not the destruction of Germany, but the destruction of the Prussian War Machine?"

"We have said that, surely, often enough."

"But not often enough, or at any rate not clearly enough to convince the German people that their worst enemy is the Prussian War Machine."

THE SEA—"AVELING OF THE LAWS."

"Well, I cannot say. I do not know."

But for myself, while I want to see the Prussian War Machine broken, and broken into dust, I have no wish to damage the German people. They will suffer, and it is perhaps good for them to suffer. Financial ruin will teach them a terrible lesson. I hope it may. After that I shall be glad to see them once more busy and industrious. But one thing is certain, England holds the sea, and after the war her recovery will be quick and sound. The longer the war lasts, on the other hand, the more complete will be the financial ruin of Germany."

"To England it does not greatly matter whether it ends now or later. She holds the precious sea. And Russia feels in her soul that with England for her ally she is fighting a winning fight, and a fight which, cost what it will, is for the eternal benefit of humanity. Russia is resolved. She cannot stop, she cannot withdraw. Until that detestable thing which we call Prussianism, that thing which is repugnant to all men of honour and refinement, that thing, too, which is an overwhelming peril to every other nation under the sky, is destroyed, until that thing is finally and utterly destroyed, Russia will fight. That is all."

PEACE OF THE WORLD.

"Russia desires with her whole heart and soul the peace of the world. It was the Emperor of Russia who proposed disarmament, in the hope of saving mankind from this very catastrophe. And it was Germany who deliberately frustrated that noble intention. Well, let us hope that after this war is over we may find ourselves nearer to that noble ideal of my Sovereign. The Russians do not want war. They are fighting now to end war. And with England and Russia victorious in this war the peace of the world will be assured. I have no firmer faith than that."

—*Daily Chronicle*.

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TJIKINI	SHANGHAI	24th April	25th April	BATAVIA
TJIBODAS	KOBE	26th April	28th April	BATAVIA

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WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 15th Apr. Noon.
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DIRECT SAILINGS TO: RIVER TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUI".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAIZING" and "TEAN." Excellent Saloon accommodation, Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "SUNGKIANG," "CHENAN," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 12th April, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

ISWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 4 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAIHONG"	Capt. J. W. Evans	FRIDAY, 14th Apr., at 2 P.M.
"HAIHAN"	Capt. J. S. Thomson	TUESDAY, 18th Apr., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th April, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 8th April, 1916.

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, & C.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	on	Str. from Colombo	1916	1916
COLOMBO	Friday			
NAGOYA	April 21	MOOLTAN	May 22	May 29
NAMUR	May 5	KASHGAR	June 5	June 12
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NAMUR	June 30	MEDINA	July 31	Aug. 7
NANKIN	July 14	MONGOLIA	Aug. 14	Aug. 21

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NAMUR	SATURDAY, 15th April
NANKIN	WEDNESDAY, 26th April
NOVARA	SATURDAY, 6th May
MALTA	SATURDAY, 20th May

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Leave S'pore	Due at Marseilles	Due at London
	about	about	if calling about	about
NYANZA	July 5	July 11	Aug. 9	Aug. 1
MONGARA	July 19	July 25	Aug. 23	Sept. 1

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Passage Tickets Interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Fares, Freight, Handbooks, etc., apply to **E. V. D. PARR,** Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ FUSHIMI MARU Capt. Iizawa	20,000	SUNDAY, 25th Apr., at Noon.
	\$ HIRANO MARU Capt. Fraser	16,000	THURSDAY, 4th May, at Noon.
VICTORIA, B.O., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	\$ AWAMARU Capt. Iizawa	12,500	TUESDAY, 18th Apr., at Noon.
	\$ SHIDZUOKA MARU Capt. Tazawa	12,500	WEDNESDAY, 26th Apr., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BANGALUA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	\$ NIKKO MARU Capt. Takeda	9,500	FRIDAY, 14th Apr., at 4 P.M.
	\$ AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	\$ COLOMBO MARU Capt. H. Nomura	9,000	FRIDAY, 28th April.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	\$ BOMBAY MARU Capt. Kobayashi	9,000	THURSDAY, 13th April.
MOJI and KOBE	\$ KIRIN MARU Capt. Sasaki	9,000	WEDNESDAY, 13th April.
SHANGHAI, MOJI and KOBE	\$ RANGOON MARU Capt. Kusano	9,000	THURSDAY, 20th April.
NAGASAKI, KOBE and YOKOHAMA	\$ AKI MARU Capt. Yoshikawa	12,500	FRIDAY, 14th Apr., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	\$ KAMO MARU Capt. Shimizu	16,000	MONDAY, 1st May, at 10 A.M.

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650. Return 975.	To London 2nd Single " 430. Return " 660.
To London, via New York, Montreal 1st Single \$272.0. Return \$466.18.	To Victoria, Vancouver, Seattle, 1st Single \$30. Return \$45.
To Sydney, 1st Single \$40. Return \$72.	To Melbourne, 1st Single \$41. Return \$73.16.
To Yokohama, 1st Return \$150. 2nd " 80.	To Kobe, 1st Return \$125. 2nd " 85.

ROUND-THE-WORLD, Tour No. 1 £112.8. Tour No. 2 £111.17.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos 392 and 1941.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
PERSIA MARU	9,000—17 knots	FRIDAY, 21st April
TENYO MARU	22,000—21 knots	SAT., 6th May
SEIYO MARU	19,000—14 knots	THURS., 11th May
NIPPON MARU	11,000—16 knots	TUESDAY, 16th May
SHIYO MARU	22,000—21 knots	WED., 31st May

† Via MANILA, calling Shanghai. ‡ Proceeding to Mexico South America Ports. Omitting Shanghai. Steamers via Shanghai leave at Noon. Steamers via Manila at 10.30 a.m.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " £96.10.
" " " SAN FRANCISCO £45. " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, AICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

SEIYO MARU 14,000—14 knots THURSDAY, 11th May.

For Full Particulars as to Passage and Freight, apply to—
H. DUL, ACTING AGENT,
King's Building. [213]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	PORTHOS	On or about 19th Ap
	HOMeward	
MARSEILLES VIA SAIGON and PORTS	PORTHOS	On 13th May

(Without Transshipment.)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. Weekly branch line from Saigon to Haiphong. Branch line connecting every four weeks at Colombo, for Calcutta. State Rooms 1st, 2nd and 3rd Classes. Return Tickets to Europe available two years. Return Tickets to Intermediate ports available six months. For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA MOJI, KOBE, YOKKAICHI and YOKOHAMA

Steamer "MEXICO MARU" T. Janaguchi, SATURDAY, 29th April, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Tapestry and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer "JAYA MARU" D. Fuchigami, THURSDAY, 26th Apr., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer "KAJO MARU" Murakami, SUNDAY, 16th Apr., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer "GOSHU MARU" A. Kobayashi, THURSDAY, 13th Apr., at 9 A.M.

These Steamers of Coast and Foremors Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office). For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER,

Second Floor, No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	8th May	On 29th Apr., 11 A.M.
ST. ALBANS	10th June	On 2nd June, 11 A.M.
EMPIRE		On 1st July, 11 A.M.

All Steamers fitted with wireless Telegraphy. The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

